



IMSA TECHNICAL BULLETIN IWSC #25-62

To: All IMSA WeatherTech SportsCar Championship Competitors
From: IMSA Competition
Date: July 3, 2025
Re: IMSA Balance of Performance: Canadian Tire Motorsport Park Event

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In accordance with Attachment 2 of the IMSA WeatherTech SportsCar Championship SSR, the following Balance of Performance values are set for the indicated Car Models. The column listed as current is the current specification after any adjustment is applied and thus the required specification for the Event(s). These decisions come into effect immediately and are applicable until further notice.



GTD	Vehicles		Minimum Mass	Maximum Power				Rear Wing Angle		Energy		Fuel	Notes	
GTD PRO	Manufacturer	Car Model	Weight No Fuel/Driver	N _{max}	% of Maximum Declared Power*		V1	V2	Minimum **	Maximum **	Maximum Stint Energy	Stint Energy Replenishment Rate	Type	
					Speed ≤ V1	Speed ≥ V2								
			(kg)	(rpm)	(%)	(%)	(km/h)	(km/h)	(deg)	(deg)	(MJ)	(MJ/sec)		
	Aston Martin	Vantage GT3 EVO	1327	7000	91.4	90.8	190	200	9.0	ITEF maximum	914	22.850	IMSA 100	
	BMW	M4 GT3 EVO	1332	7250	95.3	91.1	190	200	3.0	ITEF maximum	890	22.250	IMSA 100	
	Corvette	Z06 GT3.R	1357	8000	92.9	99.1	190	200	4.9	ITEF maximum	908	22.700	IMSA 100	
	Ferrari	296 GT3	1356	7750	83.4	89.0	190	200	4.7	ITEF maximum	906	22.650	IMSA 100	
	Ford	Mustang GT3	1317	8250	100.0	94.9	190	200	5.0	ITEF maximum	895	22.375	IMSA 100	9.3.1.c Maximum Height 2.3 m, 9.8.2 does not apply.
	Lamborghini	Huracan GT3 EVO2	1360	8300	85.9	90.7	190	200	8.7	ITEF maximum	924	23.100	IMSA 100	
Lexus	RC F GT3	1356	7200	95.6	96.6	190	200	8.0	10.0	946	23.650	IMSA 100		
Mercedes	AMG GT3	1352	7900	88.2	96.3	190	200	7.0	ITEF maximum	949	23.725	IMSA 100		
Porsche	911 GT3 R (992)	1363	8950	90.2	99.4	190	200	10.0	ITEF maximum	889	22.225	IMSA 100		

* Linear interpolation used between V1 and V2

For N/N_{max} < 0.55, maximum power is equal to N/N_{max} = 0.55

Linear interpolation used between each 0.025 step from 0.55 to 1.025 N/N_{max}

For N/N_{max} ≥ 1.025, maximum power is 0.856 of maximum power at N/N_{max} = 1.000

Declared power varies - comparisons between cars are invalid

** Angle at Y=0 using measurement described in ITEF (stated minimum angle includes tolerance)

Regulatory BoP Parameter	GTD	Unit
	GTD PRO	
PPULimit_BoP	0	kW
PPULimitRate_BoP	1.0	kW
PPUMaxIntegral_BoP	10	kJ
PPURate_BoP	20	kW